



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 366-0123

Case Vehicle (A): 2000 Buick
 Type: Regal GS, 4-door sedan
 Driver: 40-year-old male
 CDC: 12-FDEW-5

SITUATION

(Slide 1) Case vehicle (A) was traveling north in the middle northbound lane of a straight section of a dry asphalt, six-lane divided roadway, (slides 2, 3) with a speed limit of 72 kph (45 mph). For an unknown reason, the driver of case vehicle (A) veered across the inside northbound lane, entered a concrete median with mountable curbs, and struck a bridge abutment head-on in a full-frontal mode. After impact, case vehicle (A) rebounded away from the abutment and came to rest in the median facing north.

GENERAL VEHICLE DAMAGE AND ESTIMATED CRASH SEVERITIES

(Slide 4) Damage to case vehicle (A) was severe. The direct-damage length was 160 cm and began at the right-front bumper corner. The maximum crush was 108 cm and occurred 54-cm inboard from the right-front bumper corner. The right wheelbase was reduced 49 cm, and the left wheelbase was reduced 47 cm.

Using the WinSMASH accident-reconstruction program and (slides 5, 6, 7) c-values for case vehicle (A), the following impact severity was calculated:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	delta V	97 (60)	-97 (-60)	0 (0)

The data downloaded from the vehicle Sensing and Diagnostic (SDM) indicated an impact speed of 60 mph, no pre-impact braking, and 100% throttle for four seconds prior to impact.

DESCRIPTION OF DAMAGE TO CASE VEHICLE (A)

Exterior

(Slides 8, 9, 10, 11, 12) The front bumper, both headlight assemblies, the radiator, the grille, the hood, and both fenders were damaged by direct contact. The windshield was damaged as the hood was crushed rearward. Both upper and lower A-pillars were deformed and the right roof siderail was slightly buckled. The hood was crushed, the hood latch was damaged and jammed,

and both hood hinges were damaged, but did not separate. The rear edge of the hood was elevated and contacted the windshield. There was 42 cm (9%) of bond separation at the lower left corner of the windshield. Both front doors were displaced rearward and were jammed closed. The left-front side window was shattered, but this may have occurred during extrication of the driver.

Interior

(Slides 13, 14, 15) This vehicle was equipped with both steering-wheel and passenger frontal-impact airbags, which deployed during the frontal impact. This vehicle was also equipped with side-impact airbags which did not deploy. The steering-wheel airbag had been cut out and had several blood stains on the front and top rear of the bag. (Slides 16, 17, 18, 19) No damage was noted to the airbag module doors/flaps. (Slides 20, 21, 22) The steering-wheel rim and spokes were severely deformed. The steering column was rotated upward and was off the shear capsules. (Slides 23, 24, 25, 26, 27) The windshield was cracked and 42 cm (9%) of bond separation was noted in the lower left corner of the windshield. The sunroof opening was deformed and the glass was shattered. The rearview mirror was knocked off the mounting plate. The mid instrument panel, the control knobs, the radio, the ashtray, the climate control vents, the console-mounted gear shift lever, the parking brake release, and the glove compartment area were damaged by impact forces. The interior panels of both front doors and the left-front door armrest were damaged by impact forces. Both of the front seat adjusters were deformed and jammed, and the left-front seat cushion and backrest were damaged by impact forces. The lower instrument panel, the center console, and the accelerator pedal were damaged by impact forces and occupant contact. (Slides 28, 29, 30) The following intrusions were noted and measured:

Location	Component	Distance (cm)	Direction
left front	toe pan below left knee strike	20	to rear
left front	toe pan below right knee strike	40	to rear
left front	instrument panel	10	to rear
left front	steering-wheel hub	6	to rear
center front	instrument panel	12	to rear
right front	instrument panel	15	to rear

OCCUPANT INJURIES AND KINEMATICS

The 6-ft, 0-in, 210-lb, 40-year-old male driver (slides 31, 32) was not wearing the available three-point belt, and the steering-wheel airbag deployed. (Slides 33, 34, 35, 36, 37, 38) On impact, he moved forward into the airbag and knee bolster/instrument panel. (Slides 39, 40, 41) It does not

appear that he made contact with the windshield header. He sustained contusions to both eyes and an abrasion to the left upper lip, probably from contact by the deploying airbag. He sustained a LeFort III fracture, involving the mandible, the hard palate, the maxillary sinus, the orbits, the anterior sinus wall, and both zygomatic arches. He also sustained fractures to the bilateral mandibular rami, a midline displaced fracture of the mandible, and a partially avulsed left-front tooth. These facial fractures were probably caused by contact with the steering-wheel rim through the overloaded airbag, and by contact with the upper instrument panel. He sustained a mid-chest abrasion and a right anterior pneumothorax from contact with the steering-wheel rim through the airbag. He sustained fractures of the left transverse processus of L2 through L5, probably from twisting and rotation of his torso. (Slide 42) He sustained a 12-cm laceration to the anal sphincter, from the median raphe to the mid-right portion of the scrotal sack, involving a laceration to the perineum, and a 5-cm transverse laceration to the scrotal sack. These lacerations are probably from splaying of the buttocks as he loaded the seat, resulting in stretching and pulling of the scrotal area, but are possibly from direct contact with the instrument panel/knee bolster or the foot pedals.

He sustained abrasions to the right forearm and wrist, and a contusion and laceration to the 1st right finger, probably from contact with the instrument panel. He sustained lacerations to the left forearm, probably from flying glass, but possibly from contact with the instrument panel. He sustained contusions to the left forearm, probably from contact with the instrument panel, but possibly from contact with the interior surface of the door. He sustained an abrasion to the left medial upper arm, probably from contact by the deploying airbag. He sustained an abrasion to the anterior/lateral aspect of the left knee, probably from contact with the knee bolster. (Slides 43, 44, 45) He sustained an open subtalar dislocation, involving the articular cartilage of the right foot, a fracture of the right navicular bone, and comminuted fractures of the 2nd through 5th right metatarsals, probably from contact with the accelerator pedal/toe pan.

The following table and attached drawing (slide 46) summarize the injuries sustained by the driver.

Occupant: Driver

Restraints: 3-point belt not worn; airbag deployed;
side-impact airbag did not deploy

Age: 40 years

Stature: 183 cm (6 ft, 0 in)

Sex: Male

Mass: 96 kg (210 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Contusion, both eyes	1		Airbag	
Abrasion, left upper lip	1		Airbag	
Abrasion, left medial upper arm	1		Airbag	
Le Fort III fracture, involving the mandible, hard palate, maxillary sinus, orbits, anterior sinus wall and both zygomatic arches	3		Steering-wheel rim/upper instrument panel	
Fractures, bilateral mandibular rami	1		Steering wheel rim/upper instrument panel	
Fracture, displaced midline mandible	2		Steering wheel rim/upper instrument panel	
Partially avulsed left tooth	1		Steering wheel rim/upper instrument panel	
Abrasion, mid-chest	1		Steering wheel	
Right anterior pneumothorax	3		Steering wheel	
Fractures, left transverse process of L2 -5	2		Twisting of torso	
Laceration, anal sphincter, 12 cm	3		Seat	Lower instrument panel; foot pedals
Laceration, scrotal sack, 5 cm	1		Seat	Lower instrument panel; foot pedals
Abrasions, right forearm	1		Instrument panel	
Abrasions, right wrist	1		Instrument panel	
Laceration, 1 st right finger	1		Instrument panel	
Contusion, 1 st right finger	1		Instrument panel	
Laceration, left forearm	1		Flying glass	Instrument panel
Contusion, left forearm	1		Instrument panel	Interior door surface
Abrasion, left anterior/lateral knee	1	Knee bolster		
Open subtalar dislocation, involving the articular cartilage of the right foot	1		Accelerator pedal/toe pan	
Fracture, right navicular bone	1		Accelerator pedal/toe pan	
Fracture, comminuted, 2 nd -5 th right metatarsals	2		Accelerator pedal/toe pan	
<u>Maximum A.I.S. Level</u>	<u>3</u>			
<u>Injury Severity Score</u>	<u>27</u>			

Duplicate columns 1-8
from the previous card.

Module G 1 Format 0 2
9 10 11 12

GENERAL INFORMATION GI-1

TIME

DATE OF COLLISION

 / /

m m d d y y y y

HOUR OF COLLISION

(24 HOUR CLOCK)

21 24

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO
- (1) YES
- (9) UNKNOWN

0
33

ROAD ALIGNMENT VERTICAL PLANE

- (1) LEVEL
- (2) CREST OF HILL
- (3) SLOPE (2%)
- (4) BOTTOM OF HILL
- (9) UNKNOWN

1
34

ROAD ALIGNMENT HORIZONTAL PLANE

- (1) STRAIGHT
- (2) CURVE
- (3) T - SHAPED
- (4) Y - SHAPED
- (7) OTHER:
- (9) UNKNOWN

1
35

SURFACE COVERING

- (10) DRY
- (21) WATER - DAMP
- (22) WATER - WET
- (23) WATER - PUDDLED
- (29) WATER - AMOUNT UNKNOWN
- (31) SNOW - LOOSE
- (32) SNOW - PACKED
- (39) SNOW - CONDITION UNKNOWN
- (41) ICE
- (51) SLUSH
- (61) SPILLED GRAVEL
- (71) OTHER:
- (99) UNKNOWN

1 0
36 37

VISIBILITY LIMITATION (FOR CASE VEHICLE)

- (0) NONE
- (1) CLOUDY/DARK
- (2) FOG
- (3) SMOKE
- (4) WINDSHIELD CONDITION
- (5) GLARE
- (6) RAIN
- (7) OTHER:
- (8) ICE/SNOW
- (9) UNKNOWN

1
38

VISIBILITY OBSTRUCTION (FOR CASE VEHICLE)

- (0) NONE
- (1) BUILDING
- (2) SIGN
- (3) VEGETATION (E.G. BUSHES, SHRUBS)
- (4) TREE
- (5) HILL OR CURVE IN ROAD
- (6) VEHICLE IN TRANSPORT
- (7) OTHER:
- (8) PARKED VEHICLE
- (9) UNKNOWN

0
39

LOCATION

STATE:

STATE FIPS CODE

25 26

AREA

- (1) URBAN
- (2) RURAL
- (9) UNKNOWN

1
27

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO
- (1) YES
- (9) UNKNOWN

0
28

ROAD, TOTAL TRAFFIC LANES (FOR CASE VEHICLE)

- (1) 1-LANE
- (2) 2-LANES
- (3) 3-LANES
- (4) 4 OR MORE LANES
- (5) DIVIDED, 4 OR MORE LANES
- (6) PARKING LOT/DRIVEWAY
- (7) OTHER:
- (9) UNKNOWN

5
29

INTERSECTING RD, TOTAL LANES

CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

8
30

TYPE OF ROAD SURFACE

- (1) ASPHALT
- (2) CONCRETE
- (3) GRAVEL
- (4) MORE THAN ONE (CIRCLE EACH)
- (7) OTHER:
- (9) UNKNOWN

1
31

ROAD DEFECTS

- (0) NO
- (1) YES
- (9) UNKNOWN

0
32

GENERAL INFORMATION GI-3

CRASH DETAILS

CASE VEHICLE AND OBJECT

- (0) NO
- (1) YES
- (9) UNKNOWN

1
47

CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER
- (1) YES, FIRST EVENT
- (2) YES, SUBSEQUENT EVENT
- (3) YES, SEQUENCE UNKNOWN
- (9) UNKNOWN

0
48

CASE VEHICLE RAN OFF ROADWAY (BEFORE FIRST IMPACT)

- (0) NO
- (1) YES
- (9) UNKNOWN

1
49

MOVING CASE VEHICLE AND CONTACTED MOVING VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

0
50

CASE VEHICLE AND CONTACTED STOPPED VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

0
51

STOPPED CASE VEHICLE AND CONTACTED VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

0
52

TOTAL NUMBER OF VEHICLES CONTACTED BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE
- (9) UNKNOWN

0
53

ANY FIRE IN THIS CRASH (NOT JUST CASE VEHICLE)

- (0) NO
- (1) YES
- (9) UNKNOWN

0
54

HIGHEST POLICE INJURY SEVERITY CODE IN CRASH (NOT JUST CASE VEHICLE)

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING INJURY
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO ACCIDENT
- (7) NON-FATAL INJURY
SEVERITY UNKNOWN
- (9) UNKNOWN

3*
55

DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT (CASE VEHICLE)

- (0) NONE
- (1) YES
- (9) UNKNOWN/NOT REPORTED/
NO DRIVER

0*
56

DRIVER ALCOHOL BAC (CASE VEHICLE)

- (80) NO TEST
- (90) CHEMICAL TESTS, NO RESULTS
- (95) AUTOPSY, NO RESULTS
- (99) UNKNOWN

90
57 58

WAS THERE MENTION OF DRIVER IMPAIRMENT FOR CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

0
59

LIST IMPAIRMENTS MENTIONED:

POST - CRASH DETAIL

MANNER CASE VEHICLE LEFT SCENE

- (1) DRIVEN
- (2) TOWED DUE TO DAMAGE
- (3) TOWED, NOT DUE TO DAMAGE
- (4) TOWED, REASON UNKNOWN
- (9) UNKNOWN

2
60

ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: Case vehicle (A) was traveling north in the middle northbound lane of a straight section of a dry asphalt, six-lane divided roadway. For an unknown reason, the driver of

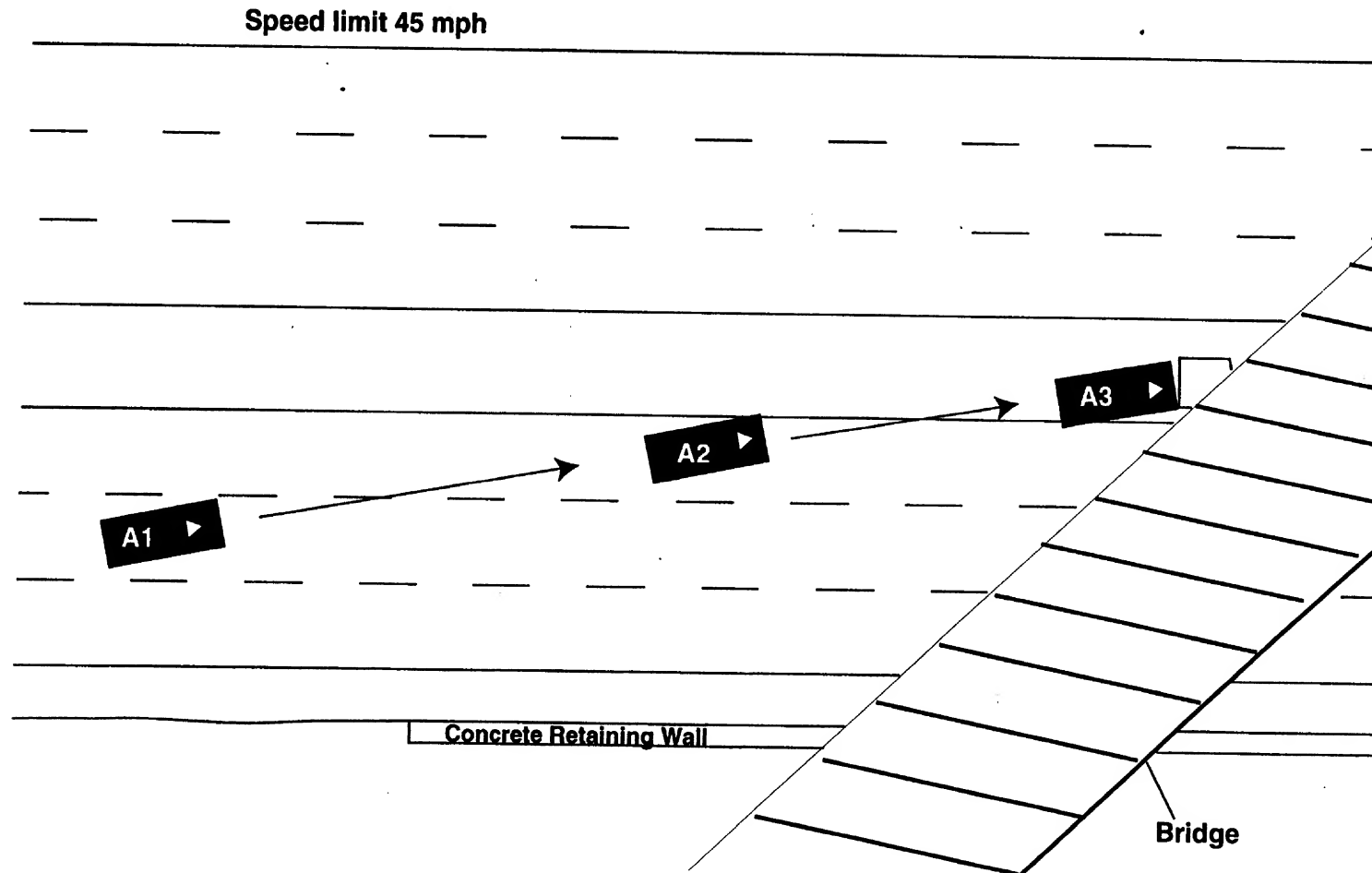
case vehicle (A) veered across the inside northbound lane, entered a concrete median with mountable curbs, and struck a bridge abutment head-on in a full frontal mode. After impact, case vehicle (A) rebounded away from the abutment and came to rest in the median facing north.

CASE VEHICLE (A): 2000 Buick Regal 4-door
OTHER VEHICLE (B): N/A
THIRD VEHICLE (C): N/A

6/4



NORTH



Duplicate columns 1-8
from the previous card.Module 0 V Format 0 4
9 10 11 12

OTHER VEHICLE OV-1

MAKE: _____

CARGO: _____

MODEL: _____

VIN

13

29

MANUFAC/BODY CODE

30

34

N/A

MAKE/MODEL CODE

38

MODEL YEAR

39

42

VEHICLE MASS (kg)

43

48

IF SEPARATE REPORT WAS MADE,
GIVE VEHICLE NUMBERNUMBER OF OCCUPANTS
(ENTER 9'S IF UNKNOWN)

51

TRAVELING SPEED (km/h)

54

- (000) PARKED OR STOPPED
 (995) JUST STARTING UP
 (996) BACKING UP
 (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
 (998) SPEED EXCESSIVE (BUT UNKNOWN)
 (999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY
CODE FOR THIS VEHICLE

- (0) O - NO INJURY
 (1) C - POSSIBLE INJURY
 (2) B - NON-INCAPACITATING INJURY
 (3) A - INCAPACITATING INJURY
 (4) K - FATAL
 (5) INJURED, SEVERITY UNKNOWN
 (6) DIED PRIOR TO ACCIDENT
 (7) NON-FATAL INJURY
 SEVERITY UNKNOWN
 (8) UNOCCUPIED VEHICLE
 (NOT APPLICABLE)
 (9) UNKNOWN

55

VEHICLE TYPE

PASSENGER VEHICLE

- (02) LARGE
 (03) LIMOUSINE
 (17) PICKUP CAR
 (20) UNKNOWN PASSENGER VEHICLE BODY
 (24) SUB-MINI
 (25) MINI
 (26) SUB-COMPACT
 (27) COMPACT
 (28) INTERMEDIATE
 (29) FULL

56

57

MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO)
 (15) LARGE UTILITY (WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN)
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
 (17) PICKUP CAR WITH CANOPY/SHELL COVER
 (21) MOTOR HOME
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
 (23) PICKUP CAR WITH SLIDE-IN CAMPER
 (31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) VAN
 (12) PICKUP TRUCK
 (13) UNKNOWN LIGHT TRUCK
 (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
 (30) UNKNOWN TRUCK TYPE
 (31) CHASSIS-MOUNTED CAMPER
 (33) DELIVERY VAN (WALK-IN)
 (34) STRAIGHT TRUCK
 (35) TRUCK-TRACTOR (BOBTAIL)
 (36) CHASSIS-CAB
 (37) UNKNOWN HEAVY TRUCK
 (38) TRACTOR & SEMI-TRAILER (SEMI)
 (39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
 (41) SCHOOL BUS
 (42) INTERCITY BUS (BETWEEN CITIES)
 (43) TRANSIT BUS (INTRACITY)
 (44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)
 (69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)

- (999) UNKNOWN

58 59 60

Duplicate columns 1-8
from the previous card.

Module 0 9 V 10 Format 0 2
11 12

OTHER VEHICLE OV-2

ORIGINAL SPECIFICATIONS

Wheelbase	_____ cm	Front Overhang	_____ cm
			22 _____ 24
Curb Weight	_____ kg	Rear Overhang	_____ cm
			25 _____ 27
Average Track Width	_____ cm	Undeformed End Width (UEW)	_____ cm
	13 _____ 15		28 _____ 30
Overall Length	_____ cm	Engine Displacement	_____ L
	16 _____ 18		31 _____ 32
Overall Width (OAW)	_____ cm	Engine: # of Cylinders	_____
	19 _____ 21		33 _____ 34

VEHICLE DAMAGE

N/A

FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) _____ cm
35 _____ 37

Front-End Overlap (Percent) = $\frac{DDL}{UEW}$ _____ %
38 39

Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$ _____ %
40 41

VEHICLE DESCRIPTION VD-1

MAKE: Buick
MODEL: Regal

CARGO: None

VIN 2 G 4 W F 5 5 1 5 Y 1

MANUFAC/BODY CODE 111 30 34

MAKE/MODEL CODE 0932

MODEL YEAR 2000

VEHICLE MASS (kg) 001607
43 48

ODOMETER (km) 88 88 88 88
(ENTER 9'S IF UNKNOWN)
(ENTER 8'S IF ELECTRONIC) 49 54

NUMBER OF OCCUPANTS
(ENTER 9'S IF UNKNOWN) 0 1
56

TRAVELING SPEED (km/h) 091

- (000) PARKED OR STOPPED
(995) JUST STARTING UP
(996) BACKING UP
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
(998) SPEED EXCESSIVE (BUT UNKNOWN)
(999) UNKNOWN

STOLEN VEHICLE

- (0) NO
(1) YES
(8) NOT COLLECTED
(9) UNKNOWN

$$\frac{8}{62}$$

BODY STRUCTURE

- (1) BODY & FRAME
- (2) UNITIZED
- (3) INTEGRAL-STUB FRAME
- (4) BODY & PLATFORM FRAME
(E.G. VW BUG)
- (5) PARTIALLY UNITIZED
- (7) OTHER: _____
- (9) UNKNOWN

2
63

TRANSMISSION

- (0) NONE
(1) AUTOMATIC
(2) MANUAL
(9) UNKNOWN

64

VEHICLE TYPE

PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)
(12) 2-DOOR SEDAN OR COUPE
(ANY UPPER B-PILLAR)
(13) 4-DOOR HARDTOP
(14) 4-DOOR SEDAN
(15) STATION WAGON
(16) CONVERTIBLE
(18) OTHER PASS. VEH. : _____
(19) PASSENGER VEHICLE, TYPE UNKNOWN

MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)
(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
(23) VAN, SIZE UNKNOWN
(24) VAN, SMALL (MINI)
(25) VAN, LARGE
(29) MPV, TYPE UNKNOWN
(30) MOTOR HOME

TRUCK

- (31) PICKUP TRUCK, UNKNOWN
(32) PICKUP TRUCK, SMALL (DOWNSIZED)
(33) PICKUP TRUCK, LARGE

(99) UNKNOWN

LOCATION OF TRANSMISSION SELECTOR LEVER

- (1) FLOOR
(2) CONSOLE
(3) COLUMN
(7) OTHER: _____
(9) UNKNOWN

2
65

STEERING

- (1) POWER
(2) MANUAL
(9) UNKNOWN

66

BRAKES

- (1) POWER
(2) MANUAL
(9) UNKNOWN

67

TYPE OF BRAKES

- (1) DRUM, ALL WHEELS
- (2) DISC, FRONT WHEELS
- (3) DISC, ALL WHEELS
- (9) UNKNOWN

3
68

WHEELBASE (cm)
(999) Unknown

277
76 77 78

BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED
- (1) TWO-WHEEL
- (2) FOUR-WHEEL
- (7) EQUIPPED, UNKNOWN WHEELS
- (9) UNKNOWN

2
69

PLASTIC ANTI-LACERATIVE
INNER LAYER GLASS EQUIPPED

- (0) NONE
- (1) WINDSHIELD
- (2) WINDSHIELD AND SIDE
- (7) OTHER
- (9) UNKNOWN

0
79

AIR CONDITIONING IN VEHICLE

- (0) NO
- (1) YES
- (8) NOT COLLECTED
- (9) UNKNOWN

8
70

TYPE OF DRIVE

- (1) REAR WHEEL
- (2) FRONT WHEEL
- (3) FOUR WHEEL
- (4) ALL WHEEL DRIVE
- (9) UNKNOWN

2
71

FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

EXAMPLES:

DUAL REAR WHEELS

- (0) NO
- (1) YES
- (9) UNKNOWN

0
72

ORIGINAL TYPE
OF RESTRAINT SYSTEM

- (1) ACTIVE BELT
- (2) PASSIVE BELT
- (3) AIRBAG
- (4) KNEE BOLSTERS
- (7) OTHER: _____
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

3
73

EQUIPPED WITH ROLL BAR

- (0) NO
- (1) YES
- (9) UNKNOWN

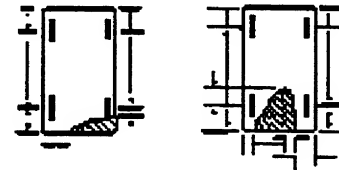
0
74

TYPE OF ROOF

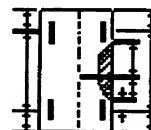
- (0) NONE
- (1) SOLID
- (2) T-TOP CLOSED
- (3) T-TOP OPEN
- (4) SUN ROOF CLOSED
- (5) SUN ROOF OPEN
- (6) CONVERTIBLE CLOSED
- (7) CONVERTIBLE OPEN
- (8) OTHER: _____
- (9) UNKNOWN

4
75

FRONT OR REAR



SIDE



ROOF (REFERENCE TO
TOP OF DOOR SILL
OR WINDOW SILL)



Duplicate columns 1-8
from the previous card.

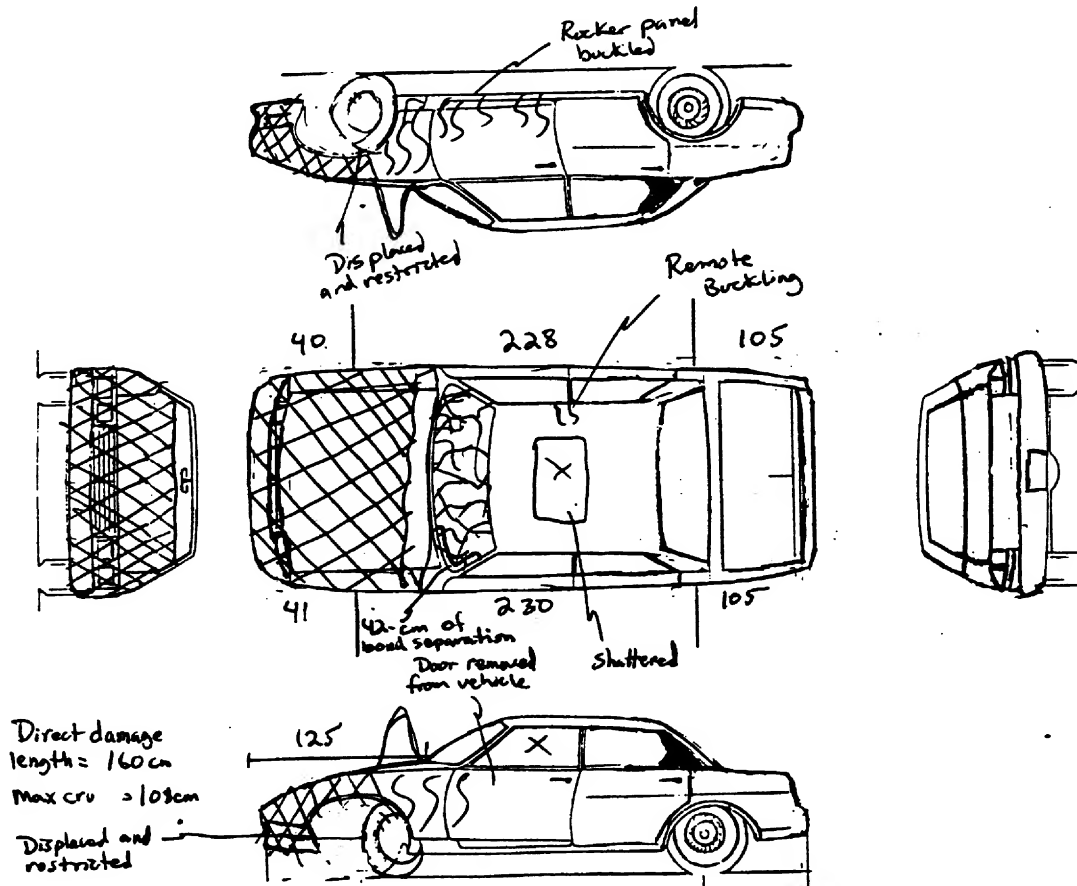
Module $\frac{V}{9}$ $\frac{D}{10}$ Format $\frac{0}{11}$ $\frac{2}{12}$

VEHICLE DESCRIPTION VD-3

ORIGINAL SPECIFICATIONS

Wheelbase	<u>277</u> cm	Front Overhang	<u>109</u> cm
			²² ²⁴
Curb Weight	<u>1607</u> kg	Rear Overhang	<u>113</u> cm
			²⁵ ²⁷
Average Track Width	<u>157</u> cm	Undeformed End Width (UEW)	<u>160</u> cm
	¹³ ¹⁵		²⁸ ³⁰
Overall Length	<u>498</u> cm	Engine Displacement	<u>3.8</u> L
	¹⁶ ¹⁸		³¹ ³²
Overall Width (OAW)	<u>185</u> cm	Engine: # of Cylinders	<u>06</u>
	¹⁹ ²¹		³³ ³⁴

VEHICLE DAMAGE



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

160 cm

Front-End Overlap (Percent) = $\frac{DDL}{UEW}$

98 %

Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

98 %

Duplicate columns 1-8
from the previous card.

Module D A Format 0 2
9 10 11 12

DAMAGE DA-1

PRIMARY	CASE VEHICLE PRIMARY CDC	CONTACTED VEHICLE ASSOCIATED CDC
EVENT NUMBER	1 13	
IMPACT SPEED (km/h)	060 14 15 16	998 35 36 37
ESTIMATED BY	7 17	8 38
CRUSH (cm)	108 18 19 20	998 39 40 41
CDC #1	12.FDEW.S 21 27	98.00000.0 42 48
CDC #2	98.00000.0 28 34	98.00000.0 49 55

Duplicate columns 1-8
from the previous card.

Module D A Format 0 3
9 10 11 12

SECONDARY	CASE VEHICLE SECONDARY CDC	CONTACTED VEHICLE ASSOCIATED CDC
EVENT NUMBER	8 13	
IMPACT SPEED (km/h)		
ESTIMATED BY		
CRUSH (cm)		
CDC #1		
CDC #2		

CODES

EVENT NUMBER

(8) NOT APPLICABLE
(9) UNKNOWN

IMPACT SPEED

(998) NOT APPLICABLE
(999) UNKNOWN

IMPACT SPEED ESTIMATOR

(1) INVESTIGATOR
(2) DRIVER
(3) POLICE
(4) "CRASH" PROGRAM
(5) OTHER COMPUTER PROGRAM
SPECIFY:
(7) OTHER: *Vehicle's Data recorder*
(8) NOT APPLICABLE
(NO VEHICLE/NO IMPACT)

CRUSH

(998) NOT APPLICABLE
(NO VEHICLE/DAMAGE)
(999) UNKNOWN

CDC

(9800000) NOT APPLICABLE
(9900000) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module D A Format 0 1
9 10 11 12

DAMAGE DA-2

MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 108
13 15

RIGHT SIDE 000
16 18

REAR 000
19 21

LEFT SIDE 000
22 24

ROOF 000
25 27

OTHER 000
28 30

CHRONOLOGICAL SEQUENCE OF DAMAGE/INJURY PRODUCING CRASH EVENTS FOR CASE VEHICLE

NOTE: IF CHRONOLOGICAL ORDER
IS UNKNOWN, EVENT
ORDER IS OPTIONAL.

DO YOU KNOW THIS TABLE
TO BE IN CHRONOLOGICAL ORDER?

1
31

(0) NO
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>2</u> 32	<u>17</u> 34	<u>88</u> 36
#2	<u> </u> 37	<u> </u> 39	<u> </u> 41
#3	<u> </u> 42	<u> </u> 44	<u> </u> 46
#4	<u> </u> 47	<u> </u> 49	<u> </u> 51
#5	<u> </u> 52	<u> </u> 54	<u> </u> 56
#6	<u> </u> 57	<u> </u> 59	<u> </u> 61
#7	<u> </u> 62	<u> </u> 64	<u> </u> 66

CODES FOR
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

UNKNOWN

- (99) IMPACT TYPE UNKNOWN

DAMAGE DA-4

CODES FOR VEHICLE/OBJECT CONTACTED

VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (*DESCRIBE*)
- (99) UNKNOWN

PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

SIZEWHEELBASE

SUB-MINI	< 2286 mm (< 90")
MINI	2286 - 2412 mm (90" - 94.9")
SUB-COMPACT	2413 - 2539 mm (95" - 99.9")
COMPACT	2540 - 2666 mm (100" - 104.9")
INTERMEDIATE	2667 - 2793 mm (105" - 109.9")
FULL	2794 - 2920 mm (110" - 114.9")
LARGE	2921 - 3174 mm (115" - 124.9")
LIMOUSINE	> 3175 mm (> 125")

MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (*MINI*)
- (12) PICKUP
- (14) SMALL UTILITY (*WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO*)
- (15) LARGE UTILITY (*WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN*)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) SMALL VAN (*E.G. ECONOLINE*)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (*E.G. PANEL TRUCK, SUBURBAN*)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (*WALK-IN*)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (*BOBTAIL*)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (*SEMI*)
- (39) TRUCK (*OR SEMI*) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (*BETWEEN CITIES*)
- (43) TRANSIT BUS (*INTRACITY*)
- (44) STREETCAR (*ON TRACKS*)

MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (*OR WITH SIDECAR*)

SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (*DESCRIBE*)
- (61) SNOWMOBILE
- (62) ATV (*ALL TERRAIN VEHICLE*)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (*CAMPER*)
- (67) TRAILER, COMMERCIAL (*CARGO*)
- (68) TRAIN (*CARS*)
- (69) LOCOMOTIVE (*ENGINE, SWITCHER*)

OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (*E.G. PERSON RIDING
ANIMAL, CART*)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (*E.G. OBJECT DISLODGED FROM
OTHER VEHICLE, FALLEN TREE, ROCKS*)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (*EXCLUDING (65)*)
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (*ROLLOVER ONLY*)
- (81) CURB (*DAMAGE PRODUCING IMPACTS ONLY*)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (*TIMBER, METAL, CONCRETE*)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (*MEDIAN*)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES

Duplicate columns 1-8 from the previous card.		Module <u>C</u> <u>R</u> Format <u>0</u> <u>1</u>		CRASH RECONSTRUCTION CR-1	
		for ΔV			
		CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT	
		CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE
EVENT NUMBER		<u>1</u> 13		<u>47</u> 47	
ΔV (km/h)	TOTAL	<u>097</u> 14 15 16	<u>888</u> 32 33 34	<u> </u> 48 49 50	<u> </u> 66 67 68
	LONGITUDINAL*	<u>-097</u> 17 20	<u>8888</u> 35 38	<u> </u> 51 54	<u> </u> 69 72
	LATERAL*	<u>+000</u> 21 24	<u>8888</u> 39 42	<u> </u> 55 58	<u> </u> 73 76
*NOTE: THESE ΔV COMPONENTS MUST INCLUDE SIGN.					
EXAMPLES: 10 km/h = +010 -7 km/h = -007					
ENERGY DISSIPATED BY CRUSH (Kj)		<u>0600</u> 25 28	<u>8888</u> 43 46	<u> </u> 59 62	<u> </u> 77 80
RECONSTRUCTION		<u>599717</u>			
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL		<u>23</u> 29 30		<u> </u> 63 64	
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL					
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL					
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL					
NOT RECONSTRUCTED BECAUSE					
(02) INSUFFICIENT DATA					
(03) EXCESSIVE UNDERRIDE/OVERRIDE					
(04) ROLLOVER					
(05) VAULTING					
(06) OTHER TRAVEL IN MORE THAN ONE PLANE					
(07) NON-HORIZONTAL FORCE					
(08) SIDESWIPE-TYPE DAMAGE					
(09) YIELDING OBJECT					
(10) OTHER: _____					
(11) AT LEAST ONE VEHICLE BEYOND SCOPE					
(12) OTHER VEHICLE NOT INSPECTED					
MODE		<u>2</u> 31		<u> </u> 65	
(1) CDC ONLY					
(2) CDC & DETAILED DAMAGE					
(3) TRAJECTORY & CDC					
(4) TRAJECTORY & CDC & DETAILED DAMAGE					
(5) NOT RECONSTRUCTED					
COMPUTER PROGRAM SPECIFY: <u>WINSMAH</u>					

Duplicate columns 1-8
from the previous card.

Module C R Format 0 2
9 10 11 12

CRASH RECONSTRUCTION CR-2

for EBS

	CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT	
	CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE
EVENT NUMBER	<u>1</u> 13		<u>47</u>	
EBS (km/h) TOTAL	<u>097</u> 14 15 16	<u>888</u> 32 33 34	<u> </u> 48 49 50	<u> </u> 66 67 68
LONGITUDINAL*	<u>-097</u> 17 20	<u>8888</u> 35 38	<u> </u> 51 54	<u> </u> 69 72
LATERAL*	<u>+000</u> 21 24	<u>8888</u> 39 42	<u> </u> 55 58	<u> </u> 73 76
*NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.				
EXAMPLES: 10 km/h = <u>+010</u> -7 km/h = <u>-007</u>				
ENERGY DISSIPATED BY CRUSH (kj)	<u>0600</u> 25 28	<u>8888</u> 43 46	<u> </u> 59 62	<u> </u> 77 80
RECONSTRUCTION	<u>599717</u>			
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>23</u> 29 30		<u> </u> 63 64	
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL				
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL				
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL				
NOT RECONSTRUCTED BECAUSE				
(02) INSUFFICIENT DATA				
(03) EXCESSIVE UNDERRIDE/ OVERRIDE				
(04) ROLLOVER				
(05) VAULTING				
(06) OTHER TRAVEL IN MORE THAN ONE PLANE				
(07) NON-HORIZONTAL FORCE				
(08) SIDESWIPE-TYPE DAMAGE				
(09) YIELDING OBJECT				
(10) OTHER: <u> </u>				
(11) AT LEAST ONE VEHICLE BEYOND SCOPE				
(12) OTHER VEHICLE NOT INSPECTED				
MODE	<u>2</u> 31		<u> </u> 65	
(1) CDC ONLY				
(2) CDC & DETAILED DAMAGE				
(3) TRAJECTORY & CDC				
(4) TRAJECTORY & CDC & DETAILED DAMAGE				
(5) NOT RECONSTRUCTED				
COMPUTER PROGRAM SPECIFY: <u>WINSMASH</u>				

Duplicate columns 1-8
from the previous card.

Module C R Format 0 3
9 10 11 12

CRASH RECONSTRUCTION CR-3

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
 2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
 3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
 4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

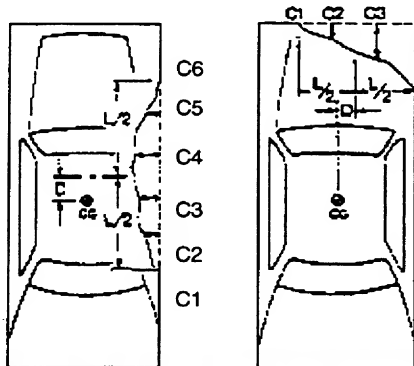
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	Begins front bumper corner	B.C. to B.C.

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other _____
- (9) Unknown



DL _____

UDL _____

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C ₁	C ₂	C ₃	C ₄	C ₅	C ₆	±D
		Length (DDL)	Max Crush								
1	1	160	C4	136	114	110	109	110	110	117	0
					-16	-4	-2	-2	-4	-16	
					98	106	107	108	106	101	
1	1	160	108	136	098	106	107	108	106	101	+000
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
 2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
 3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
 4. USE THE CENTER OF THE WHEELBASE AS THE CG.

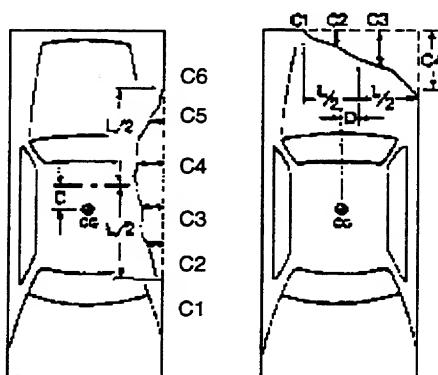
OTHER VEHICLE

LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L

N/A



DL _____

UDL

PLANE:

- (1) Bumper
(2) Above Bumper
(3) Sill
(4) Above Sill
(5) Other _____
(9) Unknown

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

[illegible]

Duplicate columns 1-8
from the previous card.

Module W 9 T 10 Format 0 1
11 12

WHEELS AND TIRES

WT-1

WHEELS--DAMAGED

- (0) NO
(1) YES
(9) UNKNOWN

LF 0
13
RF 0
RR 0
LR 0
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF P22560R16
25
RF P22560R16
35
RR P22560R16
45
LR P22560R16
55

TIRE TREAD TYPE

- (1) REGULAR
(2) SNOW
(3) SLICKS
(4) ALL WEATHER (MS)
(7) OTHER: _____
(9) UNKNOWN

LF 4
17
RF 4
RR 4
LR 4
20

CARCASS CONSTRUCTION

- (1) BIAS
(2) BELTED BIAS
(3) RADIAL
(4) ELLIPTICAL
(5) HI PRESSURE SPARE
(6) SPACE SAVER SPARE
(7) OTHER: _____
(9) UNKNOWN

LF 3
21
RF 3
RR 3
LR 3
24

IF VEHICLE IS EQUIPPED WITH DUAL
WHEELS, COMPLETE FOR OUTER WHEELS
AND MAKE NOTES ON INNER WHEELS.

NOTES: _____

Duplicate columns 1-8
from the previous card.

Module F T Format 0 1
9 10 11 12

FUEL AND FUEL TANKS FT-1

TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: _____
- (9) UNKNOWN

1
13

AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8
21

MAIN TANK LOCATION

322
14 16

AUXILIARY TANK LOCATION

888
22 24

MAIN FILLER CAP LOCATION

113
17 19

AUXILIARY FILLER CAP LOCATION

888
25 27

MAIN TANK MATERIAL

3
20

AUXILIARY TANK MATERIAL

8
28

TANK AND FILLER CAP LOCATION CODES

FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8
from the previous card.Module F L Format 0 1
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.(1) YES COMPLETE PAGE.①
13

LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	_____ 14 15	_____	_____	_____	_____	_____ 21
#2	_____ 22 23	_____	_____	_____	_____	_____ 29
#3	_____ 30 31	_____	_____	_____	_____	_____ 37
#4	_____ 38 39	_____	_____	_____	_____	_____ 45
#5	_____ 46 47	_____	_____	_____	_____	_____ 53

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING
VAPOR RECOVERY DOME)
(12) AUXILIARY FUEL TANK
(13) MAIN TANK FILLER TUBE
(14) MAIN TANK CAP (GAS CAP)
(15) AUXILIARY TANK FILLER TUBE
(16) AUXILIARY TANK CAP (GAS CAP)
(19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK
TO FUEL PUMP)
(22) FUEL FEED LINE (AUXILIARY
TANK TO FUEL PUMP)
(23) FUEL RETURN LINE (FUEL
PUMP TO TANK)
(24) INLINE FUEL FILTER
(25) FUEL LINE (PUMP TO
CARBURETOR OR INJECTOR PUMP)
(26) CARBURETOR TO INJECTOR PUMP
(27) FUEL PUMP
(29) DELIVERY SYSTEM, DETAILS
UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE
(NON-EEC EQUIPPED)
(32) EEC PIPE (VAPOR CANISTER
TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES
(CANISTER TO CARBURETOR)
(34) LIQUID-VAPOR SEPARATOR
(UNLESS PART OF TANK)
(35) CANISTER
(39) EEC SYSTEM, DETAILS
UNKNOWN
(49) ENGINE COMPARTMENT,
COMPONENT UNKNOWN
(99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
(2) AFTER MARKET
(9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
(2) PUNCTURED
(3) RUPTURED
(4) SEVERED/GROSS TEARS
(5) DISCONNECTED/DEFEATED
(9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
(2) MODERATE
(3) SEVERE
(4) DISCONNECTED/DEFEATED
(9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
(2) P, BETWEEN COWL &
REAR BULKHEAD
(3) B, BEHIND REAR BULKHEAD
(4) Y, F, & P
(5) Z, P, & B
(6) D, DISTRIBUTED
(F, P & B)
(9) UNKNOWN

SECOND DIGIT
(LATERAL LOCATION)

- (1) L, LEFT
(2) C, CENTER
(3) R, RIGHT
(4) Y, LEFT CENTER (L & C)
(5) Z, RIGHT CENTER (R & C)
(6) D, DISTRIBUTED
(F, P & B)
(9) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module F R Format 0 1
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

①
13

DID FIRE START IN CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

14

SEVERITY OF FIRE DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (9) UNKNOWN

16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE
- (2) SLOW/MODERATE
- (9) UNKNOWN

15

DID AN INJURY TO CASE
VEHICLE OCCUPANT RESULT FROM
FIRE IN OR ON CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8
from the previous card.

Module E D Format 0 1
9 10 11 12

EXTERIOR DAMAGE

ED-1

HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO
(1) YES
(8) NOT APPLICABLE
(9) UNKNOWN

HOOD LATCH(ES) -RELEASED

-DAMAGED

-JAMMED

HOOD HINGES- -LEFT, DAMAGED

-LEFT, SEPARATED
(COMPLETE)

-RIGHT, DAMAGED

-RIGHT, SEPARATED
(COMPLETE)

HOOD REMAINED ON VEHICLE

REAR EDGE OF HOOD- -ELEVATED

-CONTACTED WINDSHIELD

-PENETRATED WINDSHIELD

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE
(2) COWL AREA
(3) SIDE
(8) NOT APPLICABLE
(9) UNKNOWN

STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE
(1) FLEXIBLE MATERIAL
(2) POT
(3) SINGLE U-JOINT
(4) DOUBLE U-JOINT
(5) FLEXIBLE CABLE
(6) COMBINATION OF ABOVE
(CIRCLE EACH)
(7) OTHER: _____
(8) EQUIPPED, TYPE UNKNOWN
(9) UNKNOWN, IF EQUIPPED

COUPLING-

-DAMAGED

(USE CODES
FROM HOOD
PERFORMANCE)

-SEPARATED
(COMPLETE)

ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED
(01) - (07) SEE UNITS ON PAGE ED-2
(88) NOT COLLECTED
(97) OTHER: _____
(98) EQUIPPED, TYPE UNKNOWN
(99) UNKNOWN IF EQUIPPED

ORIGINAL LENGTH (mm)

F (OR H): _____

TELESCOPED LENGTH (mm)

G: _____

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED
(991) NOT MEASURED/NO
COMPRESSION
(992) COMPRESSED, AMOUNT
UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT
EQUIPPED)
(999) UNKNOWN

ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO
(1) YES
(9) UNKNOWN

LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

8
 34

LEFT DOORS

HOW DID DOORS
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
 (2) DOOR-LATCH SEPARATION
 (3) LATCH-STRIKER SEPARATION
 (4) STRIKER-PILLAR SEPARATION
 (5) BODY DISTORTION
 (6) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO
 (1) YES
 (4) NO SEPARATION, BUT DAMAGED
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

-A-PILLAR, UPPER

4
 35

LOWER

4
 36

-B-PILLAR, UPPER

0
 37

LOWER

0
 38

-C-PILLAR, UPPER

0
 39

LOWER

0
 40

-D-PILLAR, UPPER

8
 41

LOWER

8
 42

-FRONT

0
 43

-REAR

0
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT

1
 45

-REAR

0
 46

EXTERIOR DAMAGE

ED-3

REAR DOOR

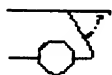
REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

☐

47

OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

☐

50

SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

8

51

TRAILER HITCH TYPE

- (0) NO HITCH

BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

☐

52

TRAILER TYPE
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: _____
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

☐

53

8

48

8

49

RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

8
54

RIGHT DOORS

HOW DID DOORS
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION
 (02) DOOR-LATCH SEPARATION
 (03) LATCH-STRIKER SEPARATION
 (04) STRIKER-PILLAR SEPARATION
 (05) BODY DISTORTION
 (06) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (07) OPENED, REASON UNKNOWN
 (11) VAN RIGHT-REAR DOOR OPENED
 (ANY MECHANISM)

- (98) NOT APPLICABLE (NO DOOR)
 (99) UNKNOWN

RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO
 (1) YES
 (4) NO SEPARATION, BUT DAMAGED
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

-A-PILLAR, UPPER

4
55

LOWER

4
56

-B-PILLAR, UPPER

0
57

LOWER

0
58

-C-PILLAR, UPPER

0
59

LOWER

0
60

-D-PILLAR, UPPER

8
61

LOWER

8
62

-FRONT

0 0
63 64

-REAR

0 0
65 66

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT

1
67

-REAR

0
68

VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR
 (1) TRACK (SLIDING) - RIGHT SIDE
 (2) SINGLE-HINGED - RIGHT SIDE
 (3) DOUBLE-HINGED - RIGHT SIDE
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE
 (7) TRACK AND HINGED COMBINATION
 (8) NOT APPLICABLE (NOT A VAN)
 (9) UNKNOWN

8
69

WINDSHIELD DAMAGE

WINDSHIELD CRACKED

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

1
 70

WINDSHIELD BROKEN
(PLASTIC INTERLAYER TORN)

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

⊖
 71

CRACKED OR BROKEN
BY OCCUPANT CONTACT

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

⊖
 72

EXTENT OF BOND SEPARATION

- (0) NONE
 (1) 1 - 20%
 (2) 21 - 40
 (3) 41 - 60
 (4) 61 - 80
 (5) 81 - 99
 (6) TOTAL
 (7) SEPARATED, AMOUNT
 UNKNOWN
 (8) NOT APPLICABLE
 (9) UNKNOWN

990

1
 73

WINDSHIELD MARK ON CASE VEHICLE:

WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED
 (98) NOT APPLICABLE (NO WINDSHIELD)
 (99) UNKNOWN

99
 74 75

Roof

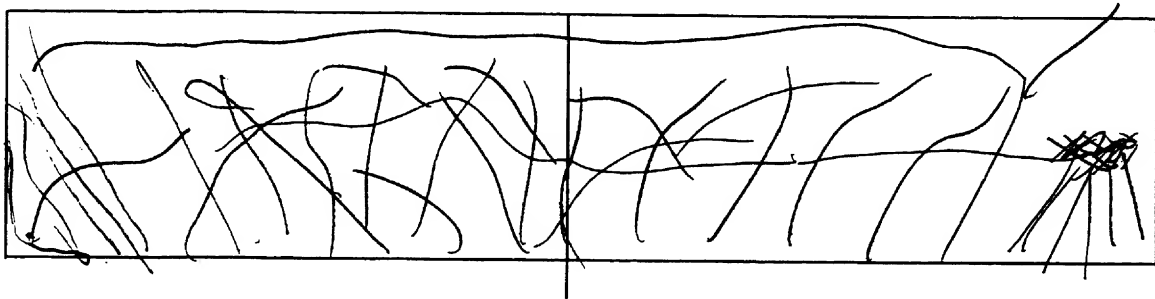
DID T-ROOF/SUN ROOF OPEN
DURING COLLISION?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (NOT A T-ROOF OR SUN ROOF)
 (9) UNKNOWN

⊖*
 76

*Glass shattered

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



L

C

R

STEERING WHEEL

STEERING WHEEL RIM DAMAGE

- (0) NONE
(1) DEFORMED SLIGHTLY
(2) SEVERELY BENT
(3) BROKEN
(9) UNKNOWN

2
13

NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

4
14

STEERING WHL SPOKE DAMAGE

- (0) NONE
(1) DEFORMED SLIGHTLY
(2) SEVERELY BENT
(3) BROKEN
(9) UNKNOWN

2
15

STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE
NORMAL TOP OF THE WHEEL POINTED
WHEN THE COLLISION OCCURRED?

EXAMPLES

O'CLOCK = 1 2

O'CLOCK = 0 2



(NORMAL STRAIGHT
AHEAD)



O'CLOCK = 99

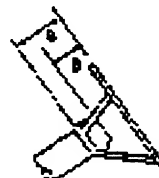
(99) UNKNOWN

STEERING WHEEL ENERGY ABSORBING DEVICE



(1) EXAMPLES:

BARRACUDA, 70 - 74
CHALLENGER, 70 - 74
CAPRI, 71 - 77



(2) EXAMPLES:

OMNI, 78 -
HORIZON, 78 -

STEERING COLUMN OPTIONS

TILT FEATURE

- (0) NOT EQUIPPED
(1) YES, EQUIPPED, UNK POSITION
(2) UP
(3) MIDDLE
(4) LOWER
(9) UNKNOWN IF EQUIPPED

2
16

SWING-AWAY FEATURE

- (0) NOT EQUIPPED
(1) YES, EQUIPPED
(9) UNKNOWN IF EQUIPPED

0
17

TELESCOPING FEATURE

- (0) NOT EQUIPPED
(1) YES, EQUIPPED
(9) UNKNOWN IF EQUIPPED

0
18

TYPE OF DEVICE

- (0) NONE
(1) CONVOLUTED OR MESH CYLINDER
(2) DEEP DISH STEERING WHEEL
(7) OTHER: _____
(8) NOT COLLECTED
(9) UNKNOWN IF EQUIPPED

8
19

ORIGINAL DIMENSION (mm)

A: _____

DAMAGE DIMENSION (mm)

B: _____

DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
COMPRESSION
(992) COMPRESSED, AMOUNT UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO MEASURE
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

8 8 8
20 22

STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE * (IF 27 OR 28)

- (00) NOT EQUIPPED
(88) NOT COLLECTED
(99) UNKNOWN

ORIGINAL LENGTH (mm)

C: _____

COMPRESSED LENGTH (mm)

D: _____

BRACKET DEFLECTION (IF CODE 36, 48,
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE: ± 10)

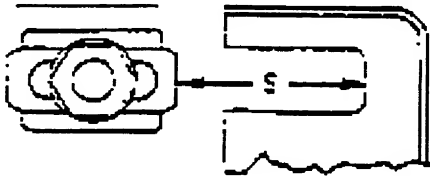
- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
COMPRESSION
(992) COMPRESSED, AMOUNT UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

* (ADD A & B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT & RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
SEPARATION
(992) SEPARATED, AMOUNT UNKNOWN
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION
(1) UPWARD APPARENT ROTATION
(2) DOWNWARD APPARENT ROTATION
(9) UNKNOWN

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION
(1) LEFT APPARENT ROTATION
(2) RIGHT APPARENT ROTATION
(9) UNKNOWN

STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE
(1) OCCUPANT CONTACT
(2) AIRBAG
(3) OTHER _____
(9) UNKNOWN

Φ
33

8 8
23 24

8 8 8
25 27

8 8 8
28 30

1
31

Φ
32

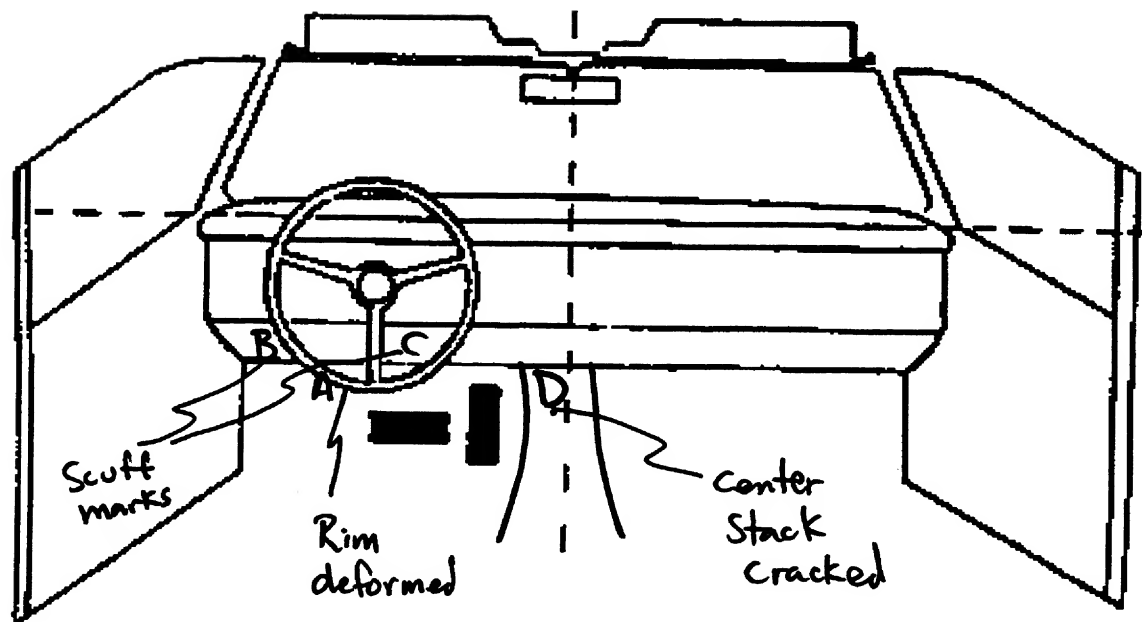
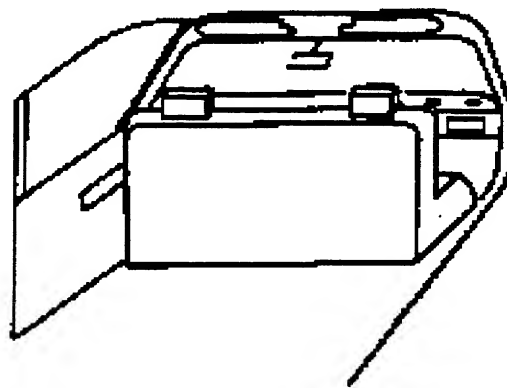
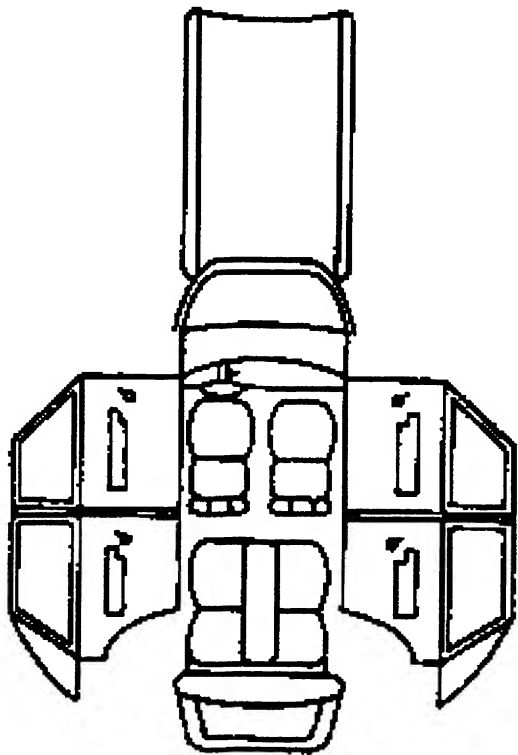
INTRUSION IT-1

[illegible]

OCCUPANT CONTACT WORKSHEET

Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A	SW rim	1	face/chest	rim deformed	1
B	Knee bolster	1	Knee	Scuff marks	1
C	Knee bolster	1	Knee	scuff marks	1
D	ctr stack	1	hip	cracked	1
E					
F					
G					
H					
I					
J					

VEHICLE OCCUPANT CONTACT DIAGRAM



INTRUSION IT-3

CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- (1) LEFT (3) RIGHT INDIVIDUAL SEAT
- (1) LEFT (2) CENTER (3) RIGHT BENCH: FULL WIDTH 3 PASSENGER
- (1) LEFT (2) LEFT CENTER (6) RIGHT CENTER (3) RIGHT BENCH: FULL WIDTH 4 PASSENGER
- (1) LEFT (2) CENTER (5) RIGHT & BENCH: PARTIAL WIDTH, LEFT AISLE SPACE
- (0) LEFT & SPACE (2) CENTER (5) RIGHT & BENCH: PARTIAL WIDTH, CENTERED SPACE
- (4) ENTIRE VEHICLE WIDTH CARGO AREA

EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR
5 PASSENGERS

X	X	11	13
X	X	21	22 23

VAN
12 PASSENGER CAPACITY

X	X	11	13
X	X	X	21 22 25
X	X	X	31 32 35
X	X	X	X 41 42 46 43

CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)
(Y) Y-AXIS (LATERAL)
(Z) Z-AXIS (VERTICAL)

CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS

OCCUPANT NUMBER	INJURY NUMBER	<u>CONTACT</u>
(00)	(00)	NO CONTACT
(##)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT

CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

INDIVIDUAL COMPONENT

INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER
COMPARTMENT BUT PART
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- | | |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF |
| A-PILLAR | ROOF RAIL |
| ROOF SIDE RAIL | A-PILLAR |
| | B-PILLAR |
| | C-PILLAR |
| (51) INSTRUMENT PANEL | WINDOW FRAME |
| A-PILLAR | DOOR PANEL |
| DOOR PANEL | FLOOR PAN |
| (52) INSTRUMENT PANEL | (61) INSTRUMENT PANEL |
| A-PILLAR | TOE PAN |
| WINDSHIELD HEADER | WINDSHIELD HEADER |
| | A-PILLAR |
| (53) DOOR PANEL | ROOF RAIL |
| B-PILLAR | WINDOW FRAME |
| ROOF RAIL | DOOR PANEL |
| (54) DOOR PANEL | ROOF |
| A-PILLAR | (62) ROOF |
| ROOF RAIL | ROOF RAIL |
| (55) INSTRUMENT PANEL | C-PILLAR |
| FLOOR PAN | WINDOW FRAME |
| A-PILLAR | FLOOR PAN |
| DOOR FRAME | SECOND SEAT |
| | DOOR PANEL |
| (56) ROOF RAIL | (63) ROOF RAIL |
| A-PILLAR | ROOF |
| B-PILLAR | B-PILLAR |
| WINDOW FRAME | WINDOW FRAME |
| (57) ROOF RAIL | FLOOR PAN |
| A-PILLAR | DOOR PANEL |
| B-PILLAR | SECOND SEAT |
| C-PILLAR | FRONT SEAT |
| DOOR PANEL | (64) ROOF RAIL |
| (58) ROOF | ROOF OR CONVERTIBLE TOP |
| ROOF RAIL | A-PILLAR |
| WINDOW FRAME | B-PILLAR |
| DOOR PANEL | WINDOW FRAME |
| (59) BACKLIGHT HEADER | WINDOW HEADER |
| ROOF | (65) WINDSHIELD |
| C-PILLAR | WINDSHIELD HEADER |
| THIRD SEAT-BACK | ROOF SIDE RAIL |
| | (66) WINDSHIELD |
| | WINDSHIELD HEADER |
| | A-PILLAR |
| | (98) NOT APPLICABLE |
| | (99) UNKNOWN |

Duplicate columns 1-8
from the previous card.

Module 1 1 Format 0 1
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 1

WAS INTRUSION CATASTROPHIC? 0

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.
(1) YES ANSWER NEXT QUESTION.
(9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.
(1) YES SKIP PAGE.

Duplicate columns 1-8
from the previous card.

Module 1 1 Format 0 2
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS *CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.*
CODES FOR B, F, G, H, I, J ON PAGE IT-3
CODES FOR C ON PAGE IT-4 OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 1</u>	<u>11</u>	<u>03</u>	<u>1</u>	<u>40</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>24</u>	<u>01</u>	<u>25</u>
<u>0 2</u>	<u>11</u>	<u>03</u>	<u>1</u>	<u>20</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 3</u>	<u>11</u>	<u>01</u>	<u>1</u>	<u>10</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>18</u>	<u>01</u>	<u>19</u>
<u>0 4</u>	<u>11</u>	<u>05</u>	<u>1</u>	<u>06</u>	<u>00</u>	<u>00</u>	<u>01</u>	<u>03</u>	<u>01</u>	<u>04</u>
<u>0 5</u>	<u>12</u>	<u>01</u>	<u>1</u>	<u>12</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 6</u>	<u>13</u>	<u>01</u>	<u>1</u>	<u>15</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>	<u>00</u>
<u>0 7</u>	—	—	—	—	—	—	—	—	—	—

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8
from the previous card.

Module 1 1 Format 0 3
9 10 11 12

NOTE: IF NO SIDE DOOR INTRUSION,
SKIP REMAINDER OF PAGE.

SIDE DOOR INTRUSION
RESULTED FROM

INTRUSION
NUMBER CAUSE

CODES
FOR CAUSE:

- 13 15 (1) DIRECT
IMPACT
16 18 (2) INDUCED
DAMAGE
19 21 (9) UNKNOWN

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED
DOOR INTRUSION, CODE COMPONENT

INTRUSION
NUMBER

DAMAGED
COMPONENT 1

DAMAGED
COMPONENT 2

CODES
FOR COMPONENTS

A 22 23

25

B 26 27

29

C 30 31

33

D 34 35

37

- (0) NONE
(1) A-PILLAR
(2) B-PILLAR
(3) C-PILLAR
(4) LATCH/STRIKER
(5) HINGES
(7) OTHER: _____
(8) NOT APPLICABLE
(9) UNKNOWN

Duplicate columns 1-8 from the previous card. Module 1 T Format 0 2
 9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).
 Duplicate columns 1 - 12 for each completed line.

- ADDITIONAL PAGE -

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.
 CODES FOR B, F, G, H, I, J ON PAGE IT-3
 CODES FOR C ON PAGE IT-4 OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 8</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 9</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 0</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 1</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 2</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 3</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 4</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 5</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 6</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 7</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 8</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 9</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 0</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 1</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 2</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 3</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 4</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 5</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —

Duplicate columns 1-8
from the previous card.

Module 1 D Format 0 1
9 10 11 12

INTERIOR DAMAGE

ID-1

CODES:

- | | |
|------------------------------|-------------------------------|
| (0) NO | (4) YES, and OCCUPANT CONTACT |
| (1) YES | (8) NOT APPLICABLE |
| (3) NO, and OCCUPANT CONTACT | (9) UNKNOWN |

	LEFT	RIGHT				
SIDES			FRONT		INSTRUMENT PANEL	
FRONT DOOR	<u>1</u> 13	<u>1</u> 14	FOOT CONTROLS	<u>4</u> 45	UPPER PANEL	<u>0</u> 55
FRONT HARDWARE	<u>0</u> 15	<u>0</u> 16	IGNITION KEYS	<u>0</u> 46	MID PANEL	<u>1</u> 56
FRONT ARMREST	<u>1</u> 17	<u>0</u> 18	REAR VIEW MIRROR	<u>1</u> 47	LOWER PANEL	<u>4</u> 57
FRONT GLASS	<u>1</u> 19	<u>0</u> 20	SUNVISOR/FITTINGS	<u>0</u> 48	ASHTRAY	<u>1</u> 58
REAR DOOR AREA	<u>0</u> 21	<u>0</u> 22	(5) LEFT SIDE ONLY (6) RIGHT SIDE ONLY (7) BOTH SIDES		CONTROL KNOBS & LEVERS	<u>1</u> 59
REAR HARDWARE	<u>0</u> 23	<u>0</u> 24	WINDSHIELD TOP MOLDINGS	<u>0</u> 49	GLOVE COMPARTMENT AREA	<u>1</u> 60
REAR ARMREST	<u>0</u> 25	<u>0</u> 26	LEFT A-PILLAR (UPPER OR LOWER)	<u>0</u> 50	INSTRUMENTS	<u>0</u> 61
REAR GLASS	<u>0</u> 27	<u>0</u> 28	RIGHT A-PILLAR (UPPER OR LOWER)	<u>1</u> 51	PARKING BRAKE RELEASE	<u>1</u> 62
ROOF SIDE RAIL	<u>0</u> 29	<u>0</u> 30	CENTER CONSOLE	<u>4</u> 52	PARKING BRAKE PEDAL	<u>0</u> 63
B-PILLAR	<u>0</u> 31	<u>0</u> 32	TRANSMISSION SELECTOR LEVER	<u>1</u> 53	A/C OR UPPER VENT OUTLETS	<u>1</u> 64
C-PILLAR	<u>0</u> 33	<u>0</u> 34	RIM, HORN, SPOKE	<u>4</u> 54	HEATER OR A/C DUCTS	<u>1</u> 65
D-PILLAR	<u>8</u> 35	<u>8</u> 36			RADIO	<u>1</u> 66
HEADLINING	<u>0</u> 37	<u>0</u> 38			OTHER: * _____	<u>8</u> 67
ROOF STRUCTURE	<u>0</u> 39	<u>0</u> 40				
T-ROOF/SUN ROOF	<u>1</u> 41	<u>1</u> 42				
OTHER: * _____	<u>8</u> 43	<u>8</u> 44				
					REAR	
					WINDOW	<u>0</u> 68
					WINDOW HEADER	<u>0</u> 69
					CONSOLES	
					VERTICAL	<u>8</u> 70
					ROOF	<u>0</u> 71

* MORE THAN ONE ITEM MAY BE NOTED.

Duplicate columns 1-8 from the previous card.		Module <u>S</u> <u>T</u> Format <u>0</u> <u>2</u> 9 10 11 12		SEATS		ST-1	
FRONT SEAT		DRIVER	PASSENR	FRONT SEAT-BACK		DRIVER	PASSENR
TYPE OF FRONT SEAT (00) NO SEAT (01) STANDARD BENCH (02) SPLIT BACK, 50-50 (03) SPLIT BACK, DRIVER WIDE (04) SPLIT BACK, PASS. WIDE (05) BUCKET (06) CAPTAIN'S CHAIR (07) INDIV. BENCH, 50-50 (08) INDIV. BENCH, DRIVER WIDE (09) INDIV. BENCH, PASS. WIDE (97) OTHER: _____ (99) UNKNOWN		05 13 14	05 15 16	SEAT-BACK TYPE (1) FORWARD FOLDING (2) RIGID (3) RECLINING (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		3 30	3 31
TYPE OF SEAT MOUNT (1) STANDARD (2) PEDESTAL (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		1 17	1 18	SEAT-BACK LOCK TYPE (0) NONE (1) MANUAL (2) INERTIA (3) POWER (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		3 32	3 33
SWIVEL MECHANISM EQUIPPED (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		0 19	0 20	LOCKS HELD (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		1 34	1 35
ORIGINAL EQUIPMENT SEATS (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		1 21	1 22	RECLINER MECHANISM HELD (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		1 36	1 37
CONTACT OF SEAT BY REAR OCCUPANT (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		8 23	8 24	HEAD RESTRAINT HEAD RESTRAINT TYPE (0) NONE (1) ADJUSTABLE (2) INTEGRAL (3) NOT INTEGRAL, BUT CANNOT BE REMOVED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		1 38	1 39
FRONT SEAT DAMAGE (0) NONE (1) BACKREST ONLY DAMAGED (2) CUSHION ONLY DAMAGED (3) BACKREST & CUSHION DAMAGED (8) NOT APPLICABLE (9) UNKNOWN <i>* occupant contact and floor pan buckling</i> <i>** floor pan buckling</i>		3 25	3 26	REMOVED PRE-CRASH (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		0 40	0 41
CENTER ARMREST DAMAGED (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED		0 27		ADJUSTMENT AT CRASH (1) UP (2) DOWN (8) NOT APPLICABLE (9) UNKNOWN		2 42	2 43
FRONT SEAT ROTATION (0) NONE APPARENT (1) FORWARD APPARENT (2) REARWARD APPARENT (3) LEFT APPARENT (4) RIGHT APPARENT (5) MULTIPLE ROTATIONS SPECIFY _____ (8) NOT APPLICABLE (9) UNKNOWN		0 28	0 29	HEAD RESTRAINT DAMAGE (0) NONE (1) DAMAGED BUT NOT SEPARATED (2) SEPARATED (8) NOT APPLICABLE (9) UNKNOWN		0 44	0 45

FRONT SEAT ADJUSTMENT		DRIVER	PASSENGER	SECOND SEAT (CONT.)	
SEAT ADJUSTMENT TYPE (0) NONE (RIGID) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (NO SEAT) (9) UNKNOWN		2 46	1 47	CENTER ARMREST DAMAGED (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED	
ADJUSTMENT PROVIDED (1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		2 48	2 49	SECOND SEAT-BACK LOCKS FOR THE FOLLOWING, USE: (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN	
SEAT ADJUSTER DAMAGE (0) NONE (1) CHUCKING (FREE PLAY) (2) DEFORMED (RELEASED/JAMMED) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		2 50	2 51	LEFT OR CENTER, EQUIPPED LEFT OR CENTER, HELD (3) SEAT FOLDED DOWN RIGHT, EQUIPPED RIGHT, HELD (3) SEAT FOLDED DOWN	LEFT 8 61 8 63 8 65 8 67 RIGHT 8 62 8 64 8 66 8 68
SEAT ADJUSTER SEPARATION (0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN		1 52	1 53	THIRD SEAT EQUIPPED BACKREST DAMAGED CUSHION DAMAGED	
PRE-CRASH POSITION (1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN <i>both mid to rear</i>		3 54	3 55	1 56 1 57 1 58 1 59 1 60 1 61 1 62 1 63 1 64 1 65 1 66 1 67 1 68 1 69 1 70 1 71 1 72 1 73 1 74 1 75 1 76 1 77 1 78 1 79 1 80 1 81 1 82 1 83 1 84 1 85 1 86 1 87 1 88 1 89 1 90 1 91 1 92 1 93 1 94 1 95 1 96 1 97 1 98 1 99 1 100	
SECOND SEAT TYPE OF SECOND SEAT (0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN		LEFT	RIGHT	VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS (0) NOT EQUIPPED (OR REMOVED) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (NO REAR SEAT) (9) UNKNOWN <i>Integral</i> Applies to any rear-seat position	
SECOND SEAT DAMAGE (0) NONE (1) BACKREST ONLY (DAMAGED OR LOOSENED) (2) CUSHION ONLY (DAMAGED OR LOOSENED) (3) BACKREST & CUSHION (DAMAGED OR LOOSENED) (4) INTEGRAL CHILD SEAT (PRIORITY CODE) (5) LUGGAGE AREA ACCESS PANEL (DAMAGED OR LOOSENED) (8) NOT APPLICABLE (9) UNKNOWN		1 56	1 57	1 58 1 59 1 60 1 61 1 62 1 63 1 64 1 65 1 66 1 67 1 68 1 69 1 70 1 71 1 72 1 73 1 74 1 75 1 76 1 77 1 78 1 79 1 80 1 81 1 82 1 83 1 84 1 85 1 86 1 87 1 88 1 89 1 90 1 91 1 92 1 93 1 94 1 95 1 96 1 97 1 98 1 99 1 100	

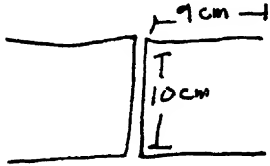
Duplicate columns 1-8
from the previous card.

Module A B Format 0 1
9 10 11 12

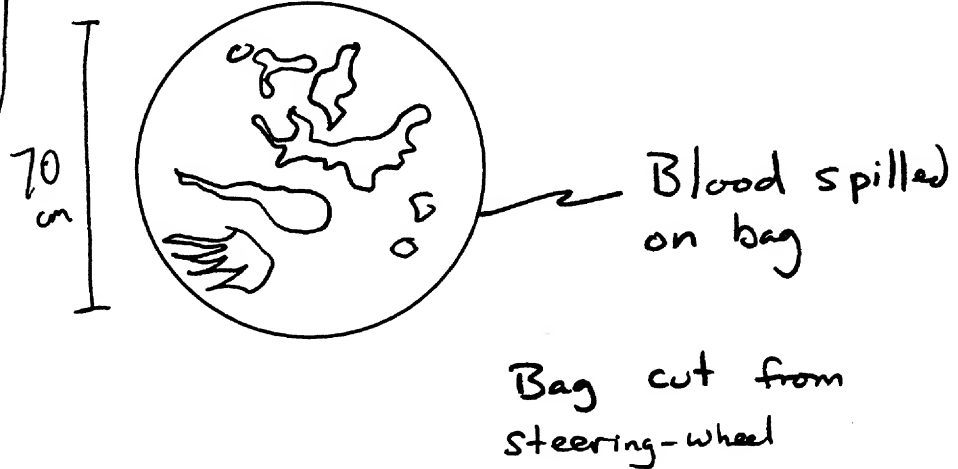
AIRBAG AB-1

<p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 13</p> <p><u>1</u> 14</p>	<p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 16</p> <p><u>1</u> 17</p>
<p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p> <p><i>cut out of steering wheel</i></p>	<p><u>⊙</u> 15</p>	<p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>⊙</u> 18</p>
<p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 19</p> <p><u>⊙</u> 20</p>	<p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 21</p> <p><u>⊙</u> 22</p>

AIRBAG NUMBER ON DRIVER SIDE:

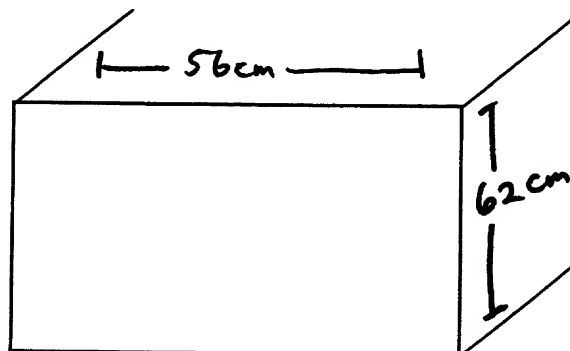
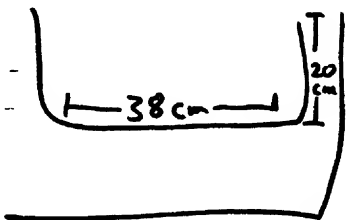


NOTE AND DESCRIBE ANY AIRBAG CONTACT OR DAMAGE ON DIAGRAM BELOW:



AIRBAG NUMBER ON PASSENGER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR DAMAGE ON DIAGRAM BELOW:



NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,
ARE TO BE FILLED IN
FOR EACH CASE VEHICLE OCCUPANT,
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,
USE ADDITIONAL COPIES
OF PAGES OC-1, OC-2, OC-3,
AND IC-2 TO DESCRIBE THEM
AND ATTACH THE COPIES TO THIS REPORT.

Duplicate columns 1-8
from the previous card.Module 0 C Format 0 2
9 10 11 12

OCCUPANT INFORMATION OC-1

OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER
 (2) MOTOR VEHICLE PASSENGER
 (NOT DRIVER)
 (9) UNKNOWN

1
15

PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR
 (98) 98 YEARS OR OLDER
 (99) UNKNOWN

40
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH
 (25) 25 MONTHS OR OLDER
 (99) UNKNOWN

25
22 23

MASS (kg)

(999) UNKNOWN

096
24 25 26

HEIGHT (cm)

(999) UNKNOWN

183
27 28 29

SEX

- (1) MALE
 (2) FEMALE
 (9) UNKNOWN

1
30

OCCUPANT POSITION

ROW LOCATION

- (1) FRONT
 (2) SECOND
 (3) THIRD
 (4) FOURTH
 (7) OTHER: _____
 (8) EXTERNAL TO PASSENGER
 COMPARTMENT (E.G. BED OF PICKUP)
 (9) UNKNOWN

1
16

LATERAL LOCATION

- (1) LEFT
 (2) LEFT CENTER
 (3) CENTER
 (4) RIGHT CENTER
 (5) RIGHT
 (6) ALL (LYING ON SEAT)
 (8) EXTERNAL TO PASSENGER
 COMPARTMENT
 (9) UNKNOWN

1
17

POSTURE

- (10) SITTING ON SEAT
 (11) SITTING ON SEAT IN ABNORMAL
 POSITION (E.G. FEET ON DASH,
 SIDEWAYS)
 (12) SITTING ON CONSOLE
 (20) ON LAP OR IN ARMS
 (30) STANDING ON SEAT
 (40) STANDING ON FLOOR
 (47) STANDING, EXTERNAL TO
 PASSENGER COMPARTMENT
 (50) IN BASSINET
 (60) IN CHILD SEAT
 (65) IN CHILD HARNESS
 (70) LYING ON SEAT
 (80) LYING/SITTING ON PASSENGER
 FLOOR
 (83) LYING/SITTING ON OTHER
 OBJECT IN PASSENGER
 COMPARTMENT: _____
 (85) ON CARGO FLOOR/FOLDED
 SEAT-BACK
 (87) LYING/SITTING, EXTERNAL TO
 PASSENGER COMPARTMENT
 (97) OTHER: _____
 (99) UNKNOWN

10
18 19

MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE
 (01) FIRST AID AT SCENE
 (02) TREATED AT HOSPITAL/CLINIC
 BUT NOT ADMITTED
 (03) HOSPITALIZED FOR OBSERVATION
 LESS THAN 24 HOURS
 (04) HOSPITALIZED OVER 24 HOURS
 OR FOR SIGNIFICANT TREATMENT
 (05) FATAL, DEAD AT SCENE
 (06) FATAL, DOA
 (07) FATAL, DEAD WITHIN 24 HOURS
 (08) FATAL, DEAD 24 HOURS TO
 31 DAYS LATER
 (09) FATAL, DEAD 31 DAYS TO
 1 YEAR LATER
 (10) FATAL DEAD WITHIN UNKNOWN
 PERIOD
 (99) UNKNOWN

04
31 32

INJURY SEVERITY SCORE (ISS)

(99) UNKNOWN

27
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE
 (1) YES, TIME & TYPE UNKNOWN
 (2) PRE-CRASH FATAL (CLINICAL
 DEATH AT WHEEL)
 (3) PRE-CRASH NON-FATAL (E.G.
 PRIOR INJURY, STROKE)
 (4) PREGNANT
 (5) POST-CRASH FATAL (DROWNING)
 (6) POST-CRASH NON-FATAL INJURY
 (7) OTHER: Depression & anxiety
disorder
 (8) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (9) UNKNOWN

7
35

OCCUPANT INFORMATION OC-2

MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO IMPACT
- (7) NON-FATAL INJURY, SEVERITY UNKNOWN
- (9) UNKNOWN

*per conversation
w/ investigating
officer*

3

36

CHILD SEAT TYPE

- (00) NONE USED
- (01) YES, USED
- (02) INTEGRAL, Chrysler Mini-van
- (88) NOT APPLICABLE
(ADULT OR OLDER CHILD)
- (99) UNKNOWN

88

41 42

CHILD SEAT MAKE/MODEL

RESTRAINT SYSTEM

ACTIVE RESTRAINT SYSTEM

- (0) NONE
- (1) LAP BELT
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT & SHOULDER HARNESS
- (9) UNKNOWN

3

37

ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)
- (1) LAP BELT ONLY
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT & SHOULDER HARNESS
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NONE AVAILABLE)
- (9) UNKNOWN

0

38

PASSIVE RESTRAINT SYSTEM

- (0) NONE
- (1) AIRBAG INSTALLED
- (2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS
- (3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS
- (4) PASSIVE LAP & UPPER TORSO
- (5) AIRBAG INSTALLED & PASSIVE RESTRAINT
- (7) OTHER: _____
- (9) UNKNOWN

1

39

PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED
- (1) AIRBAG NOT DEPLOYED
- (2) AIRBAG DEPLOYED
- (3) AIRBAG NOT REINSTALLED
- (4) PASSIVE UPPER TORSO USED
- (5) PASSIVE LAP & UPPER TORSO USED
- (6) SYSTEM USED IN MANUAL MODE
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED)
- (9) UNKNOWN

2

40

EJECTION

DEGREE OF EJECTION

- (0) NONE
- (1) PARTIAL
- (2) COMPLETE
- (7) EJECTED, DEGREE UNKNOWN
- (9) UNKNOWN IF EJECTED

0

43

AREA OF EJECTION

- (01) WINDOW, LEFT SIDE
- (02) WINDOW, RIGHT SIDE
- (03) WINDOW, REAR
- (04) DOOR, LEFT SIDE
- (05) DOOR, RIGHT SIDE
- (06) DOOR, REAR OR TAILGATE
- (07) WINDSHIELD
- (08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA
- (96) EJECTED AREA UNKNOWN
- (97) OTHER AREA: _____
- (98) NOT APPLICABLE (NOT EJECTED)
- (99) UNKNOWN IF EJECTED

98

44 45

IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:

HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED
- (1) EQUIPPED
- (9) UNKNOWN

1

46

OCCUPANT INFORMATION OC-3

OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER _____
- (8) NOT APPLICABLE
- (9) UNKNOWN

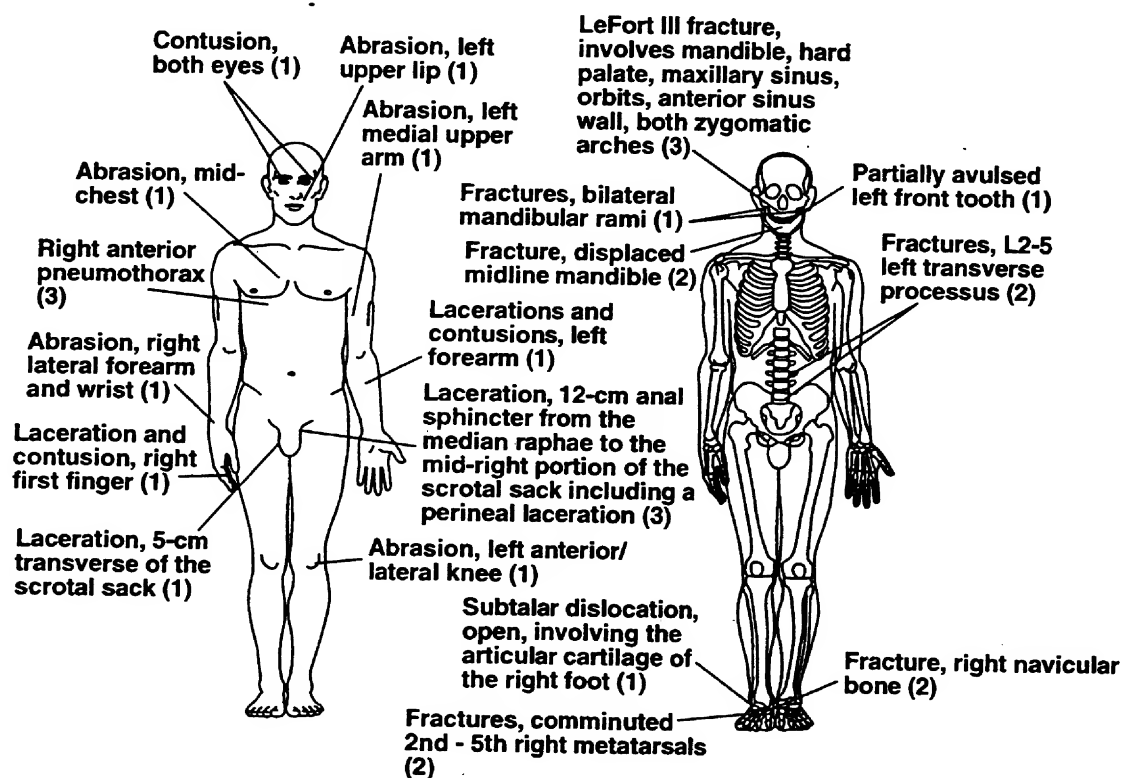
9
47

SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER _____
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

1
48

INDICATE LOCATION OF INJURIES.



Duplicate columns 1-8 from the previous card. Module 1 C Format 0 1
9 10 11 12

INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

OCCUPANT INJURY CLASSIFICATION

					PRIMARY OIC					ASSOCIATED OIC					COMMENTS			
OCCUPANT NUMBER	INJURY NUMBER	PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN.			1ST	2ND	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5		
		AREA(S) OF POSSIBLE CONTACT																
13-14	15-16	17-18	19-20	COMMENTS					21	22	23	24	25	26	27	28	29	30
01	01	87	--			F	L	C	I	1								
	02	87	--			F	R	C	I	1								
	03	65	--			F	C	F	S	3								
	04	65	--			F	B	F	S	1								
	05	65	--			F	I	F	S	2								
	06	65	--			F	I	V	S	1								
	07	87	--			F	I	A	I	1								
	08	65	--			C	C	A	I	1								
	09	65	--			C	U	U	U	3								
	10	98	--			B	I	F	S	2								
	11	98	--			B	I	F	S	2								
	12	98	--			B	I	F	S	2								
	13	98	--			B	I	F	S	2								
	14	51	28			M	I	C	D	3								
	15	51	28			M	I	L	I	1								
	16	55	--			R	R	A	I	1								
	17	55	--			W	R	C	I	1								
	18	55	--			W	R	A	I	1								

NOTE: USE ADDITIONAL PAGES IF NECESSARY.

CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. *OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. *OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (E.G. *FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

Duplicate columns 1-8
from the previous card.

Module 1 C Format 0 1
9 10 11 12

INJURY CLASSIFICATION IC-1

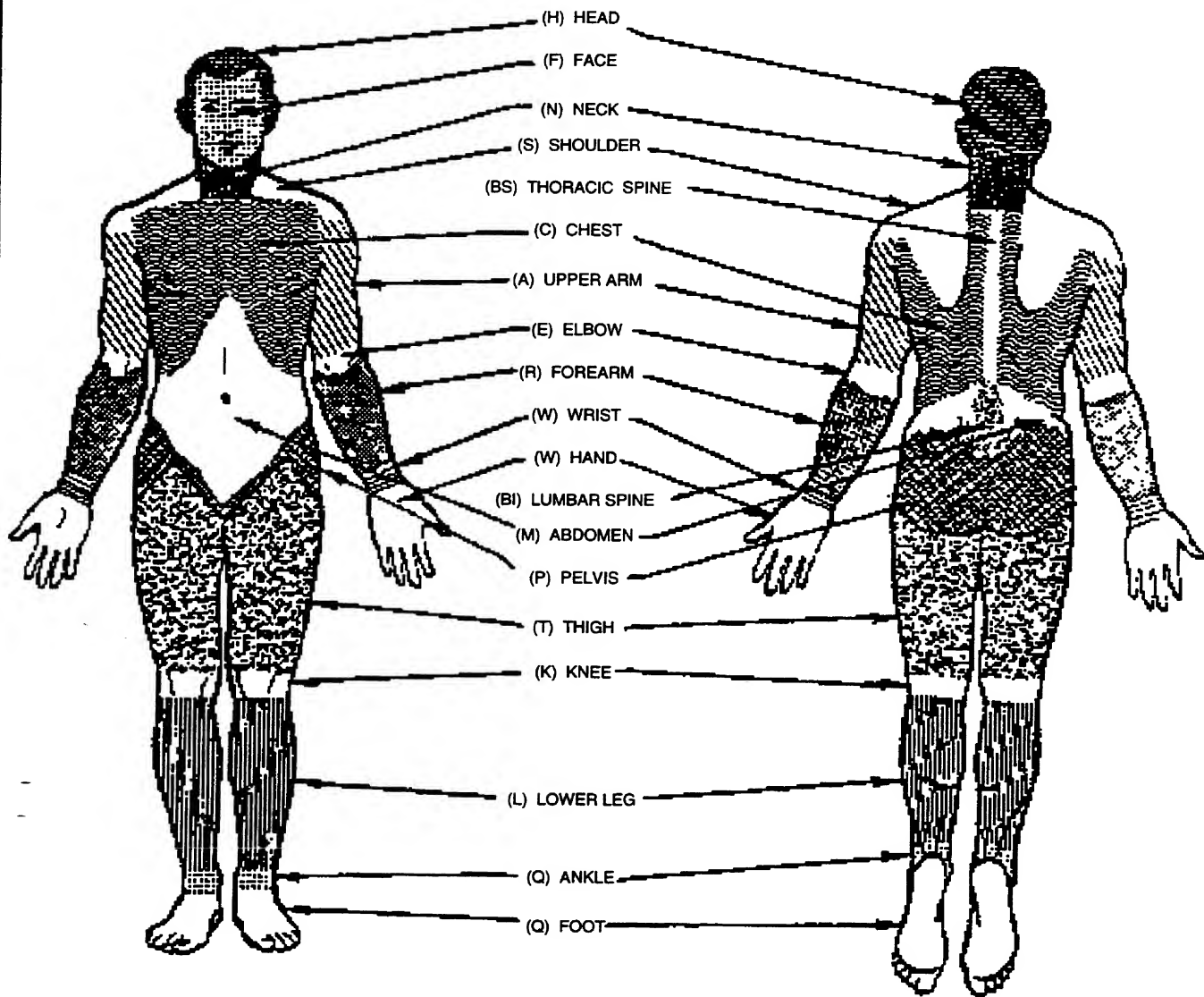
NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

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13-14	15-16	17-18	19-20	COMMENTS	21	22	23	24	25	26	27	28	29	30	
01	19	55	--		W	R	L	I	1	--	--	--	--	--	
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	21	55	20		R	L	C	I	1	--	--	--	--	--	
	22	87	--		A	L	A	I	1	--	--	--	--	--	
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NOTE: USE ADDITIONAL PAGES IF NECESSARY.

THE FIGURE BELOW
IS AN EXPLANATION OF THE BODY REGION CODES
LISTED ON PAGE IC - 4.



1 BODY REGION

- ### 3 LESION

- #### 4 SYSTEM/ORGAN

- ## 2 ASPECT

- | SEVERITY | SYSTEM/ORGAN | LESION | ASPECT | BODY REGION |
|----------|--------------|--------|--------|-------------|
| 1 | | | | |

5 SEVERITY
(OR "AIS", ABBREVIATED
INJURY SCALE)

- (0) NONE
(1) MINOR
(2) MODERATE
(3) SERIOUS
(4) SEVERE
(5) CRITICAL
(6) MAXIMUM
(9) UNKNOWN

Sheet 1 18200
City 4 2000 Index
Taxes Regal QTR H 2004 season
Drawn 48-year old male

Latitude 11 N City gis
City 4 2000 Index
Drawn 48-year old male

North

Speed limit 45 mph

A1

A2

A3

Concrete Retaining Wall

Bridge

PN 18200 #1



PN 18200 #2



PN 18200 #3



PN 18200 #4



PN 18200 #5
Best Available



PN 18200 #6
Best Available



PN 18200 #7
Best Available



PN 18200 #8



PN 18200 #9



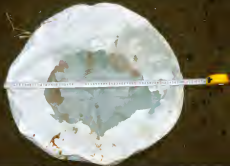
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PN 18200 #11



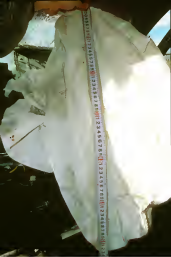
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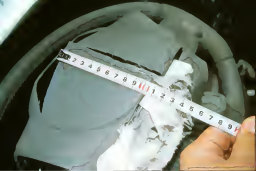
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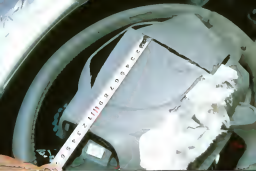
PN 18200#14



PN 18200 #15



PN 18200 #16



PN 18200#17



PN 18200#18



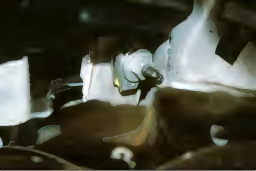
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PN 18200 #20



PN 18200 #21



PN 18200 #22



PN 18200 #23



PN 18200 #24



PN 18200 #25



PN 18200 #28



PN 18200 #27



PN 18200 #28
Best Available



PN 18200 #29
Best Available



PN 18200 #30
Best Available



PN 18200 #31



PN 18200 #32



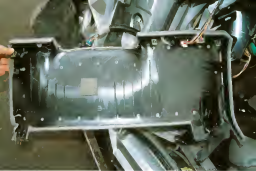
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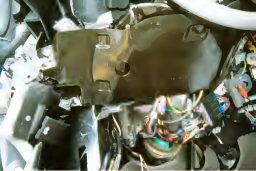
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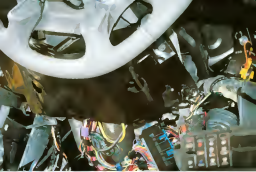
PN 18200 #35



PN 18200 #36



PN 18200 #37



PN 18200 #38



PN 18200-#39



PN 18200 #40



PN 18200 #41



PN 18200 #42



PN 18200-#43



PN 18200 #44



PN 18200 #45

[illegible]

Figure 1

[illegible]